

GOSSIP OF THE STREET—PHILADELPHIA COMMERCIAL MARKETS—N. Y. CORB QUOTATIONS

BROKERS FORESEE LOWER PRICES IN MARKET AND BLAME WAR

Apparently the Excessive Liquidation Is Attributable to Fear of Future Taxation. Gossip of the Street

THE almost universal opinion expressed in local brokers' offices was that the market for stocks and other securities is likely to go lower than the levels reached yesterday.

A prominent broker said the only reason he could assign for yesterday's market conditions was the war. "People have not realized that we are in the war yet, and this," referring to the declining prices of stocks, "is only one of the jolts I expect in the near future," he said.

"We have been going on saying, or thinking (even if we did not say it out loud) that we were having business as usual, when it was very far from usual, and now we are wakening up."

Another well-known broker said his explanation of conditions was in the two words, "the future."

"It is the fear of the future and what it may bring in the way of taxation that is causing this enormous liquidation," he said.

"Yesterday the Steel Corporation published its report and gave the amount it had set aside for taxation purposes, and people are measuring the amount of the profits in other industries whose securities they own that will be eaten up by taxes, not so much for this year, but what they expect for the next year."

Of course, these arguments are plausible for the moment, but they will hardly bear dissection. In the first place the greatest part of our war expenses up to now has been for material we did not possess and which is now under construction or manufacture and will not be ready for use for some time.

Appropriations have been made for guns, ammunition, motortrucks, airplanes, etc., in prodigious quantities, and unless something unforeseen occurs there will be no additional appropriations or these appropriations for some time to come.

In the second place, a large amount of our appropriations is going into ships which will have an earning capacity that in a short time will reimburse for their cost. Then, if excess profits are large, it follows that the net profits for dividends must be proportionately large.

And we must not lose sight in our calculations of the enormous losses to the Allies, which are investments and not expenses, and are giving us a good return in interest. Not only that, but the money which they represent is all being spent here for our products at unusual prices.

Taking it all in all, there does not seem to be any reasonable ground for the present frenzy of liquidation. One thing is certain: It is making a number of rich men much richer because they are keeping their heads and scooping in the bargains.

There was a report prevalent quite recently that some of the railroads had under consideration a plan to raise money through the adoption of the rediscounting privilege of the Federal Reserve banks by the use of short-term notes, but this has been denied by officials of the roads said to be interested. They pointed out that what the railroads are seeking is not the piling up of additional indebtedness, but a relief from present and prospective debts through greater earnings, and that there is only one way by which such relief can come—through an increase in rates.

A well-known banker in this city who is usually well informed on railroad matters spoke very optimistically of the possibility of a favorable decision on rates for the railroads by the Interstate Commerce Commission. He called attention to the fact that there was a change in the personnel of the commission since the former hearing on the 15 per cent rate increase, and based his belief on the influence which at least one member of the commission, who had shown himself broad gauge in the consideration of such matters, might exert on the other members. He also believed that the statement just issued by the Pennsylvania Railroad—the best managed road in the world, as he expressed it—showing for the nine months ending September 30 a decrease in net earnings on the combined lines east and west of Pittsburgh of \$11,917,022, as compared with the same period a year ago, would have a weighty influence on the commission.

Bond Sales Not Particularly Encouraging

Some of the investment houses that started their men on the road again as soon as the Liberty Bond campaign was over are beginning to hear from them in different parts of the State. So far the reports have not been particularly encouraging as regards any buying by banks, as they are all saying that they are loaded up with Liberty Bonds. This is looked upon largely as a convenient excuse and not as representing actual conditions, and it is said the banks are using it so as to gain time and see "where they are at." Many bankers are keenly watching the results which will come from a few new issues which have been placed on the market within the last few days by some large houses which have great facilities for wide distributions before they will venture to put out any new financing themselves.

The general impression is, however, that there is a fair demand for bond bargains at present which can easily be found in some high-class seasoned rails and public utilities, and that these will have the call in preference to any new issues, no matter how attractive the latter may be from an investment standpoint, and no matter how well they may be secured.

Waiting on Excess Profits Advisory Board

Banks and corporations are anxiously awaiting the appointment of the excess-profits advisory board, which was promised by Secretary McAdoo. This board is to assist the Commissioner of Internal Revenue in constraining and applying the excess-profits provisions of the revenue act.

There is, up to the present, a good deal of disagreement between experts on many of the disputed points. It is believed the advisory board will consult with the representatives of the various corporations and other interests and make representations to the Commissioner of Internal Revenue, who will make the final decision and issue the regulations. Until this is accomplished there will be considerable uncertainty in reference to a number of disputed points.

Automobile Business a Big National Asset

It is a matter of common knowledge that the Government has always regarded the automobile business of the country as one of our greatest assets in this war, on account of the enormous army of highly skilled mechanics engaged in the business, and also because of the highly specialized machinery employed. It is said plans are under way which would divert approximately 40 per cent of the capacity of automobile factories to war uses. In this connection it is reported that makers of ferro-chrome used in the manufacture of high-grade steels and other products have received instructions from the War Industries Board that, pending a better situation in the chrome ore supply, henceforth their product must be devoted to Government purposes and be subject to Government control.

The automobile manufacturers and the munition makers are the largest users of alloy and other high grade steel, and it may be judged from the ruling issued that the use by the automobile companies, except on Government work, will be made secondary to that by the munition makers.

The ruling in the matter of chrome steel follows the order of the Priority Board denying open-top freight cars, except flat cars, to the automobile companies, and is taken to indicate an intention on the part of the War Industries Board to restrict the making of passenger automobiles during the war. Of course, requirements of the automobile manufacturers as regards orders for trucks, Liberty motors, airplane parts, etc., will be filled.

Automobile manufacturers are of the opinion that there will be sufficient supplies of both high-grade steels and ordinary steel to satisfy Government wants and allow substantial allotments to the making of automobiles. A conference of automobile men and of representatives of the Government bodies will be held Friday.

Liberty Loan Totals to Be Announced by Washington

It was said at the Philadelphia Federal Reserve Bank yesterday that no figures on the amount of the subscriptions to the Liberty Loan for this district will be given out until they are announced from Washington, and that any statements of figures now published are merely guesswork and have not been authorized.

INTERNAL REVENUE OFFICE BESIEGED BY TAXPAYERS

Philadelphians Rush to Meet Demands of Bill Passed by War Congress

The office of Internal Revenue Collector Lederer was jammed today with hundreds of Philadelphians applying to pay the war tax on cigars, tobacco and spirits. The crowd became so great that a table had to be installed in the corridor on the second floor of the Federal Building. The line extended more than a city block.

Collector Lederer said his office staff was very much overtaxed on account of being short of clerks. He said that the Superintendent of Mails Johnson announced today that the volume of mail in the past two days had increased almost 50 per cent over the usual amount at the first of the month, owing to the new rates, which become effective today.

It was explained that hereafter letters not bearing the full rate of postage will be returned to the sender if his address is written on the envelope. Otherwise the extra charge will have to be paid by the person to whom the letter is addressed.

GOVERNMENT BONDS

Table with 2 columns: Bond description and price/yield.

PHILADELPHIA MARKETS

GRAIN AND FLOUR

WHEAT—Receipts, 130,285 bushels. The market was steady. Quotations, car lots, in export elevator, standard inspection, No. 1, \$2.24; No. 2, \$2.22; No. 3, \$2.20; No. 4, \$2.18; No. 5, \$2.16; No. 6, \$2.14; No. 7, \$2.12; No. 8, \$2.10; No. 9, \$2.08; No. 10, \$2.06; No. 11, \$2.04; No. 12, \$2.02; No. 13, \$2.00; No. 14, \$1.98; No. 15, \$1.96; No. 16, \$1.94; No. 17, \$1.92; No. 18, \$1.90; No. 19, \$1.88; No. 20, \$1.86; No. 21, \$1.84; No. 22, \$1.82; No. 23, \$1.80; No. 24, \$1.78; No. 25, \$1.76; No. 26, \$1.74; No. 27, \$1.72; No. 28, \$1.70; No. 29, \$1.68; No. 30, \$1.66; No. 31, \$1.64; No. 32, \$1.62; No. 33, \$1.60; No. 34, \$1.58; No. 35, \$1.56; No. 36, \$1.54; No. 37, \$1.52; No. 38, \$1.50; No. 39, \$1.48; No. 40, \$1.46; No. 41, \$1.44; No. 42, \$1.42; No. 43, \$1.40; No. 44, \$1.38; No. 45, \$1.36; No. 46, \$1.34; No. 47, \$1.32; No. 48, \$1.30; No. 49, \$1.28; No. 50, \$1.26; No. 51, \$1.24; No. 52, \$1.22; No. 53, \$1.20; No. 54, \$1.18; No. 55, \$1.16; No. 56, \$1.14; No. 57, \$1.12; No. 58, \$1.10; No. 59, \$1.08; No. 60, \$1.06; 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No. 654, \$0.00; No. 655, \$0.00; No. 656, \$0.00; No. 657, \$0.00; No. 658, \$0.00; No. 659, \$0.00; No. 660, \$0.00; No. 661, \$0.00; No. 662, \$0.00; No. 663, \$0.00; No. 664, \$0.00; No. 665, \$0.00; No. 666, \$0.00; No. 667, \$0.00; No. 668, \$0.00; No. 669, \$0.00; No. 670, \$0.00; No. 671, \$0.00; No. 672, \$0.00; No. 673, \$0.00; No. 674, \$0.00; No. 675, \$0.00; No. 676, \$0.00; No. 677, \$0.00; No. 678, \$0.00; No. 679, \$0.00; No. 680, \$0.00; No. 681, \$0.00; No. 682, \$0.00; No. 683, \$0.00; No. 684, \$0.00; No. 685, \$0.00; No. 686, \$0.00; No. 687, \$0.00; No. 688, \$0.00; No. 689, \$0.00; No. 690, \$0.00; No. 691, \$0.00; No. 692, \$0.00; No. 693, \$0.00; No. 694, \$0.00; No. 695, \$0.00; No. 696, \$0.00; No. 697, \$0.00; No. 698, \$0.00; No. 699, \$0.00; No. 700, \$0.00; No. 701, \$0.00; No. 702, \$0.00; No. 703, \$0.00; No. 704, \$0.00; No. 705, \$0.00; No. 706, \$0.00; No. 707, \$0.00; No. 708, \$0.00; No. 709, \$0.00; No. 710, \$0.0